SHIP SYSTEM	SUBSYSTEM	MRC CODE
Hull Structure	Shell and Supporting Structure	R-

SYSTEM	EQUIPMENT	RATES	M/H
Hull Deck	Hull Structure Above Underwater Body	GS-11/12	48.0

TOTAL M/H
48.0
ELAPSED TIME

MAINTENANCE REQUIREMENT DESCRIPTION
1. Conduct TARGET assessment procedure for shell and supporting structure (11021).

SAFETY PRECAUTIONS
1. Forces afloat comply with NAVOSH Program Manual for Forces Afloat, OPNAVINST 5100.19 series.

TOOLS, PARTS, MATERIALS, TEST EQUIPMENT

MATERIALS
1. [1609] Magnifier
2. [3187] Ruler, plastic, 6"
3. [2271] Flashlight, Type 3, style 1, explosive proof
4. Tape measure, 25', No NSN -- W/C provide

TOOLS
1. [0611] Hammer, hand, Scaling, 1 LB
2. [1161] Scraper, ship, Type 1, carbon steel, angle bent end

MISCELLANEOUS
1. Ship's Drawings (as required)

NOTE: Numbers in brackets can be referenced to Standard PMS Materials Identification Guide (SPMIG) for stock number identification.

PROCEDURE

NOTE 1: Accomplish assessment before availability, after availability, and before deployment.

NOTE 2: Number of personnel and man-hours assigned is average for DD-class ships and may require adjustment for larger class of ships.

Preliminary

a. Obtain a copy of ship's Compartment and Access plan to assist assessment.
b. Obtain a copy of ship's Repair Inspection Requirements (RIR) sheets for reference during this assessment.
c. Review JSNs from the ship's CSMP for discrepancies to be assessed under this procedure.

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LOCATION	DATE
	August 1997

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MAINTENANCE REQUIREMENT CARD (MRC)
OPNAV 4790 (REV. 2-82)

PROCEDURE (Contd)

1. **Conduct TARGET Assessment Procedure for Shell and Supporting Structure (11021).**

NOTE 3: When performing assessment, pay particular attention to preservation of bilge areas, relatively inaccessible areas, foundations and adjoining areas, transverse framing and longitudinals where they join skin of ship, and other areas where heavy deterioration might occur. A chipping hammer is useful in evaluating potential areas of deterioration.

NOTE 4: Hairline cracks may appear in plating or welded seams due to metal fatigue or inferior welding. Particular attention should be given to critical areas where watertight integrity is concerned.

a. Visually assess shell plating, shell transverse framing and longitudinals, and foundations that are an integral part of hull structural strength members for deterioration.
b. Visually assess foundations, gratings and structural members attached to shell or inner bottom plating and supporting structure in wet spaces, especially when located in wet bilges, for deterioration. Wet spaces include but are not limited to: engine rooms, auxiliary machinery rooms, pump rooms, shaft alleys, steering gear room, and air conditioning machinery rooms.
c. Visually assess seams and joints for deterioration, cracked welds, and loose rivets.
d. Visually assess painted surfaces for blisters and apparent increase in paint film thickness which may indicate hidden corrosion.

2. **All discrepancies identified shall be indicated on the appropriate TARGET discrepancy identification form (2-K or Material Assessment Form).**

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